

Here's how you can contact me

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Committees:

- Transportation (Ranking Member)
- Labor, Commerce, & Consumer Protection (Deputy Ranking)
- Early Learning & K-12 Education
- Rules

2012 Legislative Update

Curtis King
District 14 • Republican

Spring 2012

Dear Friends and Neighbors,

The 2012 regular session started with great promise but those expectations did not materialize. After a special session in late November and early December of 2011, reforms and a bipartisan agreement made close to \$400 million in savings. I expected that momentum would carry us forward into the start of the regular session. However, we spent the first 36 days of the 60-day session focusing on one bill that had nothing to do with the budget. In fact, nothing was done for the first 60% of the session to address a \$1 billion budget shortfall. The momentum had been lost and the remaining 24 days did not allow enough time for bipartisan discussions.



And so began another special session with the Legislature still trying to find compromises to balance our budget. We cannot continue to wait for the economy to improve and keep pushing our problems out into the future. The proposed Senate budget from the other side of the aisle would have left us facing a shortfall of more than \$2 billion in 2013.

It is a great honor and privilege to represent you in the Washington State Senate. I am very humbled by the faith you have shown in me. Please continue to read through this newsletter for details about other issues that affect you and your family. Don't hesitate to contact me if you have any comments, questions or concerns about what's going on in state government. I look forward to hearing from you.

Sincerely,


Curtis King

New Online Government Guide!
Go to www.SenateRepublicans.wa.gov/King/2012govguide.pdf

2012 Legislative Update

TRANSPORTATION: A BIPARTISAN EFFORT

Each year, Democrats and Republicans on the transportation committees work together to develop a bipartisan transportation budget that most everyone can support. This year was no exception. The 2012 budget allows the state Department of Transportation (DOT) to continue working on major projects and maintain current levels of service through the remainder of the biennium.

We've been working on ways to reform our state's aging transportation system and several of those reforms are in this year's budget. But there is much more to be done. I was able to include a required 3% reduction in management in four DOT programs. It changed the management-to-staffing ratios from 1:5 to 1:6. Since we are substantially reducing staffing levels within DOT, it only seemed appropriate that management should be reduced as well. This reduction would have saved over \$4 million per biennium. Unfortunately, the governor vetoed this part of the transportation budget. So much for reform.



RELIEF FOR BUSINESSES AND FARMERS

It's difficult to convince the majority of 147 people to support all of your legislation. Nevertheless, here are two measures I got through this year:

Senate Bill 6421 –

This bill is designed to help contractors and subcontractors have their retainage returned more quickly. The idea is to speed up the process to avoid delayed payments that could potentially

have a negative effect. Retainage is a percentage of cost held by the government on a prevailing-wage contract until the job is completed and all contractors and subcontractors have submitted the appropriate paperwork. SB 6421 will allow a contractor to file an affidavit of wages paid on behalf of a subcontractor if the subcontractor has ceased operations or failed to file an affidavit itself.

Senate Bill 6423 – This measure will be of great benefit to all our Washington farmers by relieving some of the bureaucratic burdens they face. It will clarify in state law that farmers and their employees need not have a commercial driver's license to move products from field to storage. The current law is unclear about when a CDL would be required. My bill broadens the general definition of "farm vehicle" as it applies to the state's motor-vehicle code, allowing farmers and farm



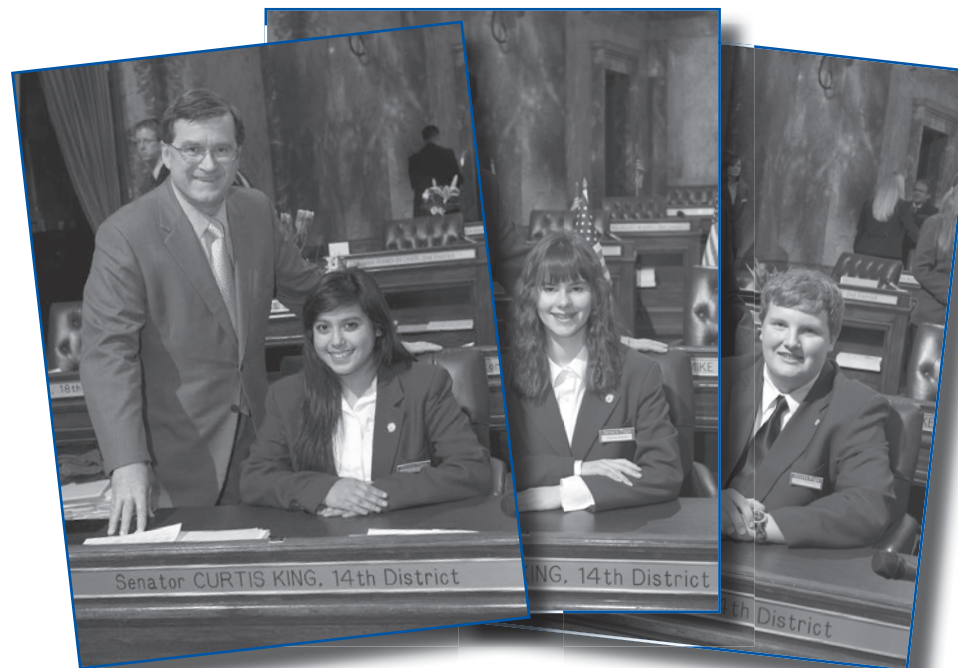
workers to essentially move their products and equipment anywhere that is necessary to continue successful farming operations without fear of a citation by law enforcement.



MY 2012 LEGISLATIVE PAGES

Thank you to the Yakima students whom I sponsored as pages during the session. Your help was greatly appreciated!

If you know of a 14 – 16 year old who may be interested in serving as a page, please have them contact me. It is a great experience. If the young people pictured below are an example of the youth today, it provides great hope for the future of our state.



Victoria Morales Christine Munson Clinton Timmermans, Jr.

THE 9TH ORDER: PLAYING BY THE RULES

On March 3, with 6 days left to go in the regular 2012 session, a bipartisan coalition of Senators advanced the Senate to the "9th Order." It's a well-known but seldom successful parliamentary rule to allow the Senate to relieve committees of certain bills and bring them directly to the floor for a vote. This procedure was necessary because the bills needed to pass a bipartisan budget had been held up by the chair of the Ways & Means Committee.



The 25 Republican and Democrat members of this coalition were then able to pass a sustainable budget. It was an historic occasion not seen in the past quarter-century, and personally fulfilling to see lawmakers of both parties come together to do what they believed was best for the citizens of Washington State. No one who voted for this budget expected the House to accept it. The hope was that it would provide a starting point for negotiations. The 9th Order was the only way the majority in the Senate could get this accomplished.